

# ASLEF

The ASSOCIATED SOCIETY of LOCOMOTIVE ENGINEERS & FIREMEN

JOURNAL



JANUARY 2016

**New Year, new  
hope, new fears,  
new dawn**

**IRON ROAD: 190 years of the  
American railroad engineer  
GREGOR GALL: The Corbyn effect  
on industrial relations  
GRANVILLE WILLIAMS: The  
closure of Kellingley**

**Andy Pearson  
has the power**



**Julie Clegg-Haver  
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Mick looks to the future at head office in Smithfield

## New Year, new hope, new fears

**W**E FACE the New Year, as always, full of hope and aspiration but aware of the many challenges ahead, not only in protecting our terms and conditions, but industrially and politically.

The government's decision not to protect our steel industry, while other countries support theirs, makes us think not only of the workers and families affected but also the supply chain, and transport of materials, and finished product, and the implications for rail freight as we await decisions on future contracts.

The Trade Union Bill, signalling the end of a democratic voice for millions of people, has passed in the Commons and now we have to campaign against it in the Lords.

Industrially, we welcome investment in new trains, but not at the expense of other grades. Investment should improve service and safety, not reduce dwell times and put greater strain on the driver. We shall not be supporting DOO where the EC determines it does not fall within existing agreements or is new. That decision is underlined by two incidents that make a mockery of any pretension the industry has to safe running. The first is the prosecution of a conductor in Liverpool, exonerated by company and industry investigations, and our sister union has our backing in this travesty. The second, which is subject to a number of high level meetings as this edition of the *Journal* goes to press, is an RAIB report that says we can no longer rely on traction interlock and have to subsequently check again. This makes a nonsense of the safety case for DOO and means we should be in degraded working, depending on getting out and checking every door individually. Much better to have a guard on every train and every platform properly manned.

In the case of sliding door stock, with a guard at unmanned platforms, trains should not run because once the conductor has done the platform check, stepped inside, closed the local door and engaged interlock, how would they do the subsequent visual check? We were sold interlock on the basis you cannot get power if there is an obstruction or the brakes come on; if it is lost, better or more sensitive technology, not poor guidance, has to be the solution!

Kellingley colliery closed on 18 December and our thoughts are with those who lost their jobs. It's the Thatcher legacy and we know that this year, like every year, we will have to fight for everything we want, and fight to keep what we have.

Yours fraternally

**Mick Whelan**, general secretary



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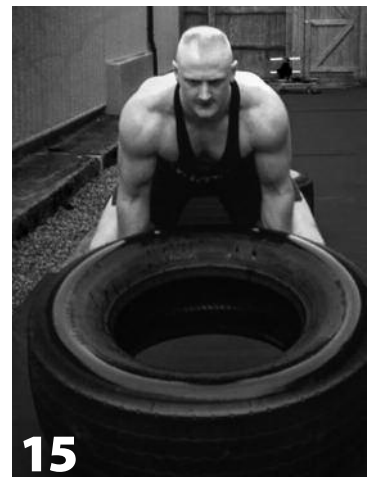


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# Unions say no go DOO

**A**SLEF and the RMT have told Britain's privatised train operating companies that there will be no extension of Driver Only Operation – whatever it is called, and whatever initials are employed – on the railway network in this country. In a fierce warning shot across the bows of the TOCs, and the Department for Transport, Mick Whelan, general secretary of ASLEF, and Mick Cash, general secretary of the RMT, said:

'We are completely opposed to Driver Only Operation and its forms, including Driver Controlled Operation and Driver Door Operation, throughout the network. We firmly believe this method of operation is less safe for passengers and the workforce and our unions will not agree to the extension of DOO or DCO or DDO under any circumstances. This includes recent proposals for DOO by Great Western in respect of the new IEP trains and the government's proposals for DCO for the next Northern Rail franchise.'

'The responsibility of the driver of the train is to drive, which requires 100% focus. It is less safe for both the driver and for passengers if the driver is distracted by additional duties such as protecting the platform train interface. The guard/conductor should retain responsibility for door operation.'

'We are particularly concerned, for example, that there have been a number of incidents in the last year across all sectors where even more pressure has been placed on drivers, rather than questioning the safety of DOO.'

'We are also opposed to DOO and DCO and DDO because its introduction would remove the current guarantee that passengers will always have a safety critical second person on the train who can not only deal with emergencies but also provide general reassurance and assistance to passengers.'

'It is essential for the safety of both the driver and the passengers to have the



**Officers from ASLEF and the RMT, led by Mick Whelan and Mick Cash, make their joint declaration at the International Transport Workers' Federation head office in Borough**

guarantee of a guard/conductor on the train to protect the driver and passengers in the event of driver incapacity. This was demonstrated by a recent incident at Sutton Weaver where a driver received a severe electrical shock and was assisted by the guard, who was able to call for the emergency services, and accompany a doctor who was travelling on the train to provide emergency first aid.

'With record passenger numbers we now need more, not fewer, rail staff. Services for passengers should be improved by investment in modern railway infrastructure and rolling stock – not by dismissing and deskilling guards and placing even more

responsibility on the driver.

'We will campaign in unity to oppose any extension of DOO, DCO and DDO and to seek to explore ways of reversing it where it has been introduced. This will include making our views clear to employers, government, and other politicians.'

## QUOTE...

*'The Labour Party owes more to Methodism than to Marxism.'* – **Morgan Phillips, general secretary of the Labour Party 1944-1961**

**...UNQUOTE**

## Freight in danger says GBRf chief

The Conservative government's decision to close all UK coal-fired power stations has left the rail freight industry at a crossroads, said John Smith, head of GB Railfreight. He spoke out after Amber Rudd, the Secretary of State for Energy and Climate Change, announced that all of Britain's coal-fired power stations will be closed by 2025.

Coal has always been a mainstay of freight on rail. According to the Office of Rail & Road, coal will account for about 14% of all rail freight traffic in 2015-16.

'Coal stations are closing quicker than expected because of the carbon tax regime,' said John Smith. 'Together with the demise of the UK's steel industry, the rail freight sector is seeing the reduction of bulk commodities that have been the core of our business.'

'This is an important crossroads for rail freight. The industry needs government support to find and develop new and existing foundations. We urgently need to see a joined-up approach from government that supports rail freight to prosper. This includes investment in enhancements to create more capacity on key rail arteries like the West Coast and East Coast main lines.'

## KEEN TO CO-OPERATE

Claire McCarthy is the new general secretary of the Co-operative Party. Claire, who was previously head of external and political affairs at the party, has worked for charities such as the Howard League for Penal Reform and 4Children, and was a SpAd when Labour was in government. She replaces Karin Christiansen, who stood down after the party conference season.



Kevin Lindsay, ASLEF's organiser in Scotland, presents Ian Smith with an appreciation certificate to mark his 14 years as a company council rep. 'Ian has made the decision to stand down from the CC,' said Kevin. 'But he will remain a strong ASLEF voice in drivers' mess rooms across Scotland.'

## TWEETS OF THE MONTH



*#PMQs in brief: Cameron wanted a knockabout panto. Corbyn wanted a serious discussion of social care and the NHS. Sums up both.*

**Kevin Maguire**



*Thatcher auction shows Iron Lady worth more dead than alive by John Crace. Stay classy.*

**Guido Fawkes**



*Andy Burnham, Liz Kendall, Tessa Jowell. New Labour, your boys took one hell of a beating.*

**Nick Ferrari**



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# Freight train, freight train, going so fast

ASLEF is holding a freight weekend at the Mercure Atlantic Tower Hotel in Liverpool on Saturday 20 and Sunday 21 February. It will be a great opportunity to discuss the freight sector, including what needs to be done for the sector to grow, how to secure better terms and conditions, and how we can get a better and safer working environment. Guest speakers, from the union and the industry, will address members.

Rooms can be booked for £95 (sharing a twin) or £130 for your own room (subject to availability). This includes lunch when you arrive, a three course dinner,



Please join us for our freight weekend

breakfast and refreshments over the two days. The arrival lunch will be served at 12.30pm on Saturday and the event will finish at midday on Sunday. If you would like

to attend please download an application form from the ASLEF website homepage, or you can get one by emailing David Gould at [dgould@aslef.org.uk](mailto:dgould@aslef.org.uk)

## QUOTE...

*'Truck drivers / swing ungrazed trailers past, the woman in the fog / can never speak her poems of unemployment, / the brakeman slows the last freight round the curve.'* Ann Burlak by Muriel Rukeyser from *Selected Poems* (Bloodaxe Books, £12)

...UNQUOTE



Russell Dean (centre) was presented with his 50 year badge by EC6 Dave Calfe (left) and GS Mick Whelan at head office.

## CONFERENCES

The **Scottish TUC** is at the Caird Hall in Dundee from Monday 18 to Wednesday 20 April. ASLEF's **annual assembly of delegates** is at the Macdonald Highlands hotel, Aviemore, from Monday 9 to Friday 13 May. The **Welsh TUC** is at the Venue Cymru in Llandudno from Tuesday 24 to Thursday 26 May. The **Durham Miners' Gala** is on Saturday 9 July. The **Tolpuddle Martyrs' festival**, near Dorchester, is from Friday 15 to Sunday 17 July. The **Trades Union Congress** is at the Brighton Centre from Sunday 11 to Wednesday 14 September. The **Labour Party conference** is at the BT convention centre in Liverpool from Sunday 25 to Wednesday 28 September.

**500 CLUB:** Doncaster branch, with number 50, won the December draw, scooping the RMS prize money jackpot of £374.



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## Off the rails



**PATRICK McLOUGHLIN**, the Secretary of State for Transport, has been condemned by all sides for his 'cowardly' decision to kick the can of the long-awaited new runway – at Gatwick or Heathrow – down the road.

Stunned business leaders, normally so supportive of anything the Tories do, described the delay as a 'shambles' and the minister as 'spineless'. The truth, though, is that Patrick took one for the team. It wasn't his decision – it was David Cameron's – taken to protect the position of Zac Goldsmith and the Conservative Party. The wealthy Eton-educated son of Sir James Goldsmith and his third wife, Lady Annabel Vane-Tempest-Stewart, MP for Richmond Park & North Kingston, and Conservative candidate to succeed Boris Johnson as London Mayor, threatened to resign if the DfT opted for Heathrow. That decision has been taken but, by delaying its announcement for six months, Downing Street calculates that, if Zac wins, he won't give up the prize and, if he loses, he's dog food, anyway.



**KEVIN McKENNA**, former deputy editor of *The Herald* in Glasgow, who now writes for *The Observer*, has launched a coruscating attack on the management at ScotRail. Writing after the closure of the Forth Road Bridge, he unleashed this blistering broadside: 'The ferry would be far more comfortable and less stressful than many of the trains provided by ScotRail these days. The country's national rail operator seems to be conducting an intense competition with the Calcutta rail provider to see which of them can win the title of cramming the most people into a single carriage.' Ouch.



**ANTHONY TROLLOPE**, the prolific Victorian novelist best known for his *Chronicles of Barsetshire*, the political Palliser books and his state of the nation novel *The Way We Live Now*, commissioned 'a little tablet,' or portable writing desk, so he could write while travelling by train. He 'found after a few days I could write as quickly in a railway carriage as I could at my desk. In this way was composed the greater part of *Barchester Towers* and of the novel which succeeded it.' Thanks to Simon Bradley for that; he notes it in his fascinating new book *The Railways: Nation, Network and People* (Profile, £25) reviewed in the *Journal* last month.



**MICK HOLDER** adds, further to his article on the Walthamstow workhouse in last month's *Journal*, 'We also walked past the highly regarded brutalist deco Town Hall and the Assembly Hall, a concert venue where you could have seen Plácido Domingo, Yehudi Menuhin, the Rolling Stones, the Sex Pistols, Hawkwind, Linton Kwesi Johnson and the legendary Jimmy Riddle and the Piss Pots. Although not on the same night.'



**DONALD TRUMP**'s recent right-wing rants have been so risible they prompted the usually anodyne BBC News website to wispishly wonder if this rabid Republican Party reptile is really a Democratic Party plant, running to ruin the Grand Old Party...

# OK, Claire, why not make it a commitment?

**District 6 council secretary ELIZABETH COCKS reports on Women in Rail**

**W**OMEN in Rail's annual conference in London attracted 200 delegates; hard to remember it was only set up in 2012. The conference was opened by founder Adeline Ginn and started in earnest with Rail Minister Claire Perry who spoke about the lack of diversity in our industry, the shortage of skilled workers, and the need for apprenticeships. But if there is so much inequality why not make it a franchise

commitment? A point I put to Claire during the Q&A session and she said she would look into this. Others asked whether she felt the NFL Rooney rule could be used, though how that gets you through psychometric testing wasn't factored in.

Anna Walker, chair of the ORR, revealed the results of a survey of 39 companies. It showed that 16.4% of the rail industry is female (the national average of women in work is 47%). Anna wondered why male

apprentices earn up to £1,600 more on average than their female counterparts.

Beth West, commercial director of HS2, spoke about bridging the skills gap and how a diverse workforce delivers better productivity by up to 15% in some industries. It was interesting to hear stories of women 'pulling up the ladder behind them' and how women need to support other women.

There is a sub-text here about the

**Women in Rail: Sam Butler, Collette Gibson and Liz Cocks (left) with a question for Claire (below)**



railways – and the unions – being run by white, middle-aged, overweight men but when I look round my own ASLEF District 6 this is untrue. With certain attendees critical that it's the unions' fault they are unable to recruit women I took the moment to strike and corrected this stereotypical

narrative, stating that 5% of ASLEF's members are women and explaining the lengths required to leave an engineering site to use the toilet, and that it's the companies that recruit employees, not the trade unions. My comments were met with an awkward pin drop silence but, later, one attendee approached me to say she supported me for correcting this incorrect narrative.

Nicola Shaw, CEO of High Speed 1, talked about the report she is writing on Network Rail and Malcolm Brown, CEO of Angel Trains, spoke

about the need to engage people's hearts and minds to correct the gender imbalance in our industry. Flexible working, he said, would be one way forward.

Although men make up 83% of the rail industry only 5% of the membership of Women in Rail is male. I urge all branch secretaries, company council secretaries and those who have an interest in supporting the evolution of our industry to join Women in Rail and show that this trade union is not stuck in the steam age.

## QUOTE...

*'Nothing regenerates a region like a new railway.'* – **Brian Hart**, campaign manager, Brighton main line 2

...UNQUOTE

# The IT boys

**ASLEF Education project worker IAN BECKETT reports on an IT success**

For the last three years ASLEF Education has been working with Stephenson College in Coalville, Leicestershire, to deliver an IT adult apprenticeship to rail employees with impressive results. The course, delivered at the East Coast learning centre at King's Cross, and venues in Birmingham, Derby and Leeds, takes 13 months and a mix of tutor-led sessions and work in students' own time. Drivers from East Midlands Trains, CrossCountry, GTR, East Coast, South Eastern, and London Midland signed up to learn about emails, the internet, word processing, spreadsheets, electronic presentations and digital imaging as well as IT security and file management.

Two union learning reps, Michael Burdess and Richard Daniels, recently completed the apprenticeship and received their level 2 diploma. Michael said: 'The problem in the rail



**Graham Morris (above, centre) congratulates (from left) Richard Daniels, Andy Young, Alan Cool and Michael Burdess; and Richard and Michael show off their certificates**

industry is that older drivers seldom have formal qualifications. I have IT skills, and they're pretty good, but until I did this apprenticeship I had nothing to prove it. This was an ideal opportunity to undertake free training, with access to facilities, equipment and tutors used to working with adults. The only cost to me was my time which, apart from fitting my studies around an anti-social shift pattern, I was happy to give up. And the course was really interesting.'

Richard said: 'I came along with an open mind and was really impressed by what was on offer. I completed the course and apart from death by PowerPoint I've really enjoyed it. The

tutor from Stephenson College was first class.'

DO1 Graham Morris said: 'I am really impressed by the commitment of these drivers to self-improvement. It wouldn't be possible without the support they and our officers receive from the ASLEF Education project team.'



**Marz Colombini models ASLEF's Kes tee-shirt – with a Harvey Smith to the Tories' anti-Trade Union Bill – based on the iconic image from the famous Ken Loach film. £10 (inc p&p); email [admin@aslef.org.uk](mailto:admin@aslef.org.uk) or visit our online shop at [www.aslef.org.uk](http://www.aslef.org.uk)**

**MEGA TRAIN DELIVERS THE GRAIN** Australia's longest grain train – comprising five locomotives and 73 wagons stretching for nearly a mile – rolled across New South Wales, from Narrabri to Newcastle, last month with 5,000 tonnes of wheat.



## Conservatives on an ideological joy ride

**S**HADOW Transport Secretary Lilian Greenwood underlined Labour's commitment to public ownership when she spoke to District Council 1 in the Boothroyd room at Portcullis House, Westminster, last month.

She said: 'The Tories accuse us of being on an "ideological joy ride" when we talk of bringing our railways back into public ownership. But it's the Conservatives who are wedded to a failed ideology, because it's clear to everyone else that privatisation has failed. It's certainly clear to the passengers who travel on our railways, and pay the highest fares in Europe, and it's clear to the taxpayers who see what the TOCs are taking out of our industry.'

'Let's be clear – franchising has failed. People saw what happened with the East Coast – how well it was run, how well it scored in passenger satisfaction surveys, how it returned £1 billion to the Treasury – and that's why, in poll after poll, people want the railway brought back into public ownership.'

Hilda Palmer, co-ordinator of the Greater



Lilian Greenwood (above), Hilda Palmer (top left) and Paula Sherriff (left) address DC1

representing Labour Friends of Palestine & the Middle East, spoke about the plight of the Palestinians and the importance of a two state solution for lasting peace in the region.

Manchester Hazards Centre, spoke passionately about the Tories' attacks on safety at work. She said: 'No one should die for going to work. But, unless we fight like hell, there won't be any health and safety after five more years of this lot. You're fortunate because ASLEF is a strong, well-organised union in a safety critical industry, but we need to remember that people don't die at work because of too much – but because of too little – health and safety legislation.'

Paula Sherriff, Labour MP for Dewsbury,

### QUOTE...

*'Labour is trapped with a leader incapable of commanding the confidence and loyalty of his MPs but strongly protected by the support of party members. This is the Corbyn Catch-22, the Gordian knot that binds the Labour Party.'* – **Andrew Rawnsley, The Observer**

...UNQUOTE

## SOUND AND VISION

Simon Weller, national organiser, has reported back to the executive committee on proposed changes to train driver licences and certificates, regulations and medical standards. He said: 'I looked at the proposed changes to the train driver licensing directive and how any substantive changes to medical standards may affect our members. There is a proposed increase in frequency of medical checks (every three years to 55, then annually after that) and, in the light of the Germanwings air crash, a renewed emphasis on psychological checks. There are also proposals to make post-traumatic support for drivers a requirement for railway undertakings. However, the fundamental change is to vision standards. The suggested changes should not cause undue concern for existing drivers but it seems there is some confusion and a belief that requirements that are more restrictive are proposed. I hope this allays those fears.'

## 1,000 years on the rails

**LARRY WILLIAMS, driving instructor, Wimbledon Park, reports from the ancient capital of England**

South West Trains and Network Rail held a long service and retirement lunch at the Mercury Wessex Hotel in Winchester on 10 November. Tim Shoveller, SWT's MD, handed out 18 retirement and 29 long service awards. The experience in the room surpassed

1,000 years! Everyone was thanked for their hard work, dedication and unsocial hours over the years. A special mention for Bournemouth driver Christopher Ellis, who clocked up 47 years, and Beverly McClenon and Chris Lemon from the training school, who know

everyone trained over the last 30 years. Their skill, and knowledge of the permanent way, sets them apart.



Larry (left) with Chris Addy, depot manager, Waterloo



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# Subsidising companies to pay as little as possible

**GEMMA BEGLAN** of St Pancras branch reports on ASLEF's weekend school on political economics in Birmingham

**I** WAS one of 20 members who attended the first of a new batch of weekend schools at Jury's Inn, Birmingham, organised by NO Simon Weller. The subject was political economics and our tutor was Michael Lloyd, an economist who has worked for the European Commission and the TUC and is now a senior research fellow at the Global Policy Institute think tank at London Metropolitan University.

He began with an explanation of UK economic policy; I found it difficult to grasp, at first, but further sessions broadened my knowledge of how current policy affects us, particularly as a trade unionist and concerned citizen.

The weekend provided ample opportunity for discussion and debate. We had an interesting discussion on the low wage economy; whilst we, as train drivers, receive a fair wage, many are forced to work in low



**Michael Lloyd provided a platform for discussion and debate**

paid jobs, receiving tax credits to top up their incomes. In other words we, as taxpayers, are subsidising firms to pay their staff as little as possible. Employers should be obliged to pay a wage that is enough to live on. Then we could talk about cutting tax credits!

The gap between rich and poor shows no sign of narrowing. There is now a market in everything – even schools for our children. Parents, who can afford to, up sticks and move to catchment areas for good schools. Those who cannot are stuck, sending their kids to poorly performing schools, or academies, where teachers do not have to have formal teaching qualifications. All our schools should give

all our children an opportunity to excel, regardless of how much money their parents have. I work in London, but cannot afford to live there. Indeed, many of my colleagues have had to move out of the capital to buy a home, despite earning way above the average salary. If we face these challenges, what hope do the poorly paid have?

We also discussed the free market attack on our state, which brought us onto a popular topic – renationalising the railway. Opinion polls suggest most people are now in favour of renationalisation because, post-privatisation, passengers are fed up with ludicrously high fares. It does not help that many franchises are operated by subsidiaries of foreign companies, and profits here help passengers there enjoy lower fares.

The weekend was a great opportunity to learn and socialise with colleagues from TOCs and FOCs throughout the UK and I would encourage every member to consider attending a future weekend school.

## Good to see a few old faces

**JIM DEDICOAT**, a former DBS driver instructor, and retired member of Doncaster branch, reports from the RMS weekend forum in North Yorkshire

**M**ORE than 30 delegates assembled in the NUM retreat at Low Hall, Scalby, near Scarborough, at lunchtime on Friday 30 October. It was good to see a few old faces from when I was there, a few years ago, and lively banter soon prevailed. Our speaker for the afternoon was Tosh McDonald, the EC president, who stood in at the last minute for the GS. Tosh spoke about our trade union, and the importance of our Retired Members' Section, and of us standing together. He was followed by Joel Smith from Thompsons solicitors in Leeds. After a lively question and answer session we enjoyed dinner and then a chance to visit some local hostels in the village.

Saturday morning dawned bright and, after breakfast, we were treated to the film *Still the Enemy Within* about the bitter miners' strike of 1984-85. In the afternoon we welcomed Richard Burgon, Labour MP for Leeds East, followed by a group discussion on many of the topics he raised.

On Sunday we observed a minute's silence to remember



**Ray Jackson presents Richard Burgon with an ASLEF plate**

**RICHARD BURGON said:** 'It was wonderful to be amongst friends old and new and I felt very moved and honoured to receive a vote of thanks from my inspirational friend Bill Ronksley and to receive a beautiful ASLEF plate from my friend and comrade Ray Jackson on behalf of the ASLEF retired members. It was great to share views on the current political situation and the challenges we face.'

those who laid down their lives for our country. District 4 Organiser Nick Whitehead then gave a talk ranging over many subjects of interest, including local operator Northern Rail. A lively Q&A session ensued, followed by a summary of the weekend's events and, too soon, it was all over.

## THIS TRAIN IS BOUND FOR GLORY

As the Department for Transport ponders plans to restructure our industry, the government has been warned not to forget the importance of freight. 'Rail freight has a key role in servicing the British economy,' said Philippa Edmunds, manager of Freight on Rail. 'It is worth £1.6 billion each year to UK plc. Every year it moves goods worth more £30 billion around the country, from high end whiskies and luxury cars to supermarket products and construction materials. Freight flows across regional boundaries so a centralised operational structure, which controls nationwide access and timetabling, and possession planning during engineering and enhancement work, must be retained.'



**ASLEF – in the shape of EC president Tosh McDonald – showing solidarity with steelworkers in Scunthorpe**



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# Power in a factory power in the land



**GREGOR GALL** examines the **Corbyn effect** – the way that the failed attitudes and old tropes of New Labour have been consigned to the dustbin of history – on the industrial landscape in Britain

**M**OST strikes have a political dimension. The most obvious are those in the public sector, and providing public services, where central or local government is the ultimate employer or paymaster. The aim of the strike is to make the government look unpopular, callous or incompetent – or some combination of all three – with the consequence that this will negatively affect the political standing of the governing party. The aim is not to have an economic impact on the employer as governments are not sensitive to this kind of pressure given that they have the resources to withstand any hardship here.

But even strikes in the private sector – which are economic strikes as the aim is to hurt the company in its pocket – seek to put some political pressure on the employer. It is a supplement to the economic power of the strike. Just as for strikes in the public sector, this includes the issues in contention becoming the subject of media coverage and public debate.

## POLITICAL HOT POTATOES

The ability of trade unions to generate political pressure – especially in disputes in the public sector – has declined since the 1980s. Partly because of the Tories' anti-union laws, and partly because of a change in the direction of the Labour Party. Out of government from 1979 to 1997, New Labour, in opposition, increasingly refused to back strikes in the public sector. It insisted the two sides 'should get back round the table' and settle disputes without recourse to industrial action. Sometimes the party advocated mediation and conciliation but seldom did it advocate arbitration (as that involves state intervention).

Then, in government, from 1997 to 2010, Labour prized its reputation for financial prudence and pleasing the money markets more than anything else so refused to provide additional funds to settle disputes. This was part of its strategy to grow the economy to provide employment. After 2010, with the Conservative-Liberal Democrat coalition government, the Shadow Chancellor Ed Balls took on the mantle of Gordon Brown, declaring that public sector workers had to take the pain like everybody else. He actually went so far as to condemn public sector strikes on pay.

This meant unions could not rely on Labour, in opposition, to put pressure on the



government, nor accede to just demands when in government itself. No longer could public sector strikes become political hot potatoes as they were condemned, ignored or suffocated in mealy-mouth words by Labour.

On 12 September last year, the tectonic plates shifted. Jeremy Corbyn's election as Labour leader saw the tide begin to turn. He should be expected to say Labour will now support the just demands of public sector workers on pay, jobs and pensions when they are in dispute with their employers and contemplating industrial action.

This will act as a form of encouragement to take industrial action and, once the precedent of supporting public sector workers when on strike has been set, it will become easier for other public sector workers to move to striking in the future. In big private sector disputes, again over jobs, pay and pensions, we can rightly expect Corbyn to support the workers. He has already called for partial nationalisation of the steel industry in the fight to save jobs there.

## THE TIDE BEGINS TO TURN

It is not just Corbyn we can expect to do this but the Shadow Chancellor, John McDonnell, as well. What we can expect of others in the shadow cabinet and Parliamentary Labour Party remains to be seen. They could contradict Corbyn and McDonnell, support them, or stay silent.

Given this internal opposition, it will take more than words at Westminster from Corbyn and McDonnell to generate the necessary political pressure on government and employers. It will take visiting picket lines, joining demonstrations, laying down supportive motions in Parliament and speaking to strike meetings. In other words,

**Jeremy Corbyn, speaking at the TUC (top), and with Tosh McDonald (left), has changed the dynamic of the debate about industrial action**

Corbyn and McDonnell must become the strikers' friend, defender and advocate.

Both did this as backbench MPs and, since September, they have spoken at demonstrations for migrants' rights and against student poverty. Now, when the occasion arises, this needs to be for strikers.

## HEARD MORE LOUDLY

Unions need to give them the occasion to do so over the next year. When this does happen, we can look forward to political legitimacy being given to strikes, greater media coverage and, crucially, greater pressure put on the government and private sector employers, especially those in receipt of public sector contracts and subsidies like the train operating companies.

With this, public sector workers can look forward to not just having their voices heard more loudly but becoming more effective when they move to take strike action. For Labour it will mean a return to what many citizens think the Labour Party is supposed to be about. No longer will the Tories expect either support or an easy ride from Labour when they attack strikers.

**Gregor Gall is Professor of Industrial Relations at the University of Bradford, Visiting Lecturer in International Labour and Trade Union Studies at Ruskin College, Oxford, and a visiting lecturer at the University of Hertfordshire**



# The day they stopped digging the black stuff out of the ground



The closure of Kellingley colliery just before Christmas marked the end of the underground mining which turned Britain into an industrial power. **GRANVILLE WILLIAMS** reports on the disappearance of an industry which, 100 years ago, employed 1 million men and was at the heart of politics, the labour movement, and working-class culture in this country

**H**ARRY Hogg is 81. He went to work at Kellingley pit, transferring from Waterloo main, near Leeds, in 1968. As we walk into the miners' social club everyone acknowledges him, saying 'Ay up, Harry.' Harry is proud of the club. There's a concert room, lounge, kitchens, restaurant and games room and, as he shows me around, he points to the pictures and framed press cuttings. On one wall is a photo of the restaurant with the tables smartly laid out for the first sitting of the retired miners' Christmas dinner. 'At one time we had to have three sittings and feed over 600 people.' The tales Harry tells demonstrate that the NUM wasn't just about wages and working conditions at the pit. The union played a vital social role at the heart of the local community.

## BIG K SUPER PIT

The Big K, Kellingley colliery, is near Knottingley in Yorkshire. It was Britain's first 'super pit,' producing more than 1 million tonnes of coal a year after it opened in April 1965. Harry was a face worker and, later, a charge hand. Three times his team broke output records.

At its peak the pit employed more than 2,500 people. Miners from pits closed in Scotland and the north-east of England came down to live in new houses built for them in Ferrybridge and on the Warwick estate. In the 1970s and early 1980s the NUM branch secretary was Jimmy Miller, a Scot, Communist Party member and gifted orator. The miners' social club was an ambitious project but Jimmy wanted miners to have access to education,



books, quality entertainment, sporting and leisure facilities.

When the miners' strike began in 1984 the club had reserves of £30,000 but, by the end of the strike in 1985, it had debts of £150,000. Because during the strike the club was feeding pickets, and the families of striking miners, serving hundreds of meals a day, seven days a week. The miners agreed, after the strike, to donate 50p each week out of their pay to clear the debt.

Knottingley ASLEF supported the miners, too. When the branch secretary sent a £100 donation to the Orgreave Truth & Justice Campaign, he wrote: 'It has always been a great source of pride that members of this branch of ASLEF moved not one tonne of coal during the year-long strike despite the best efforts of British Rail management.'

## SEALED WITH CONCRETE

Jimmy Miller used the co-operative buying power of the miners and their families to buy consumer goods at discount. The Kellingley co-op was so large that the union branch had its own warehouse at the pithead and the profits went to support the annual holiday of retired miners, wives and widows for a week at a four star hotel in Blackpool.

The last coal was mined at



Kellingley on 18 December, the remaining miners made redundant, and by March the pit shafts will have been sealed with concrete. It marks the end of underground coal mining in the United Kingdom.

## DEVASTATING IMPACT

Harry thinks the impact on the town of the closure of Kellingley followed, in March, by that of Ferrybridge C power station, will be devastating. It isn't because a lot of the Kellingley miners live locally. They don't. As other pits closed, miners who wanted to work were willing to travel for a job here. Miners from South Wales rented accommodation in Knottingley and went back home to the valleys at the weekend.

What will be lost is the close link between the NUM and the community after the severing of the connection with mining.

But there is a bigger picture. In 1947, when the 958 largest pits were taken into public ownership, coal was the primary source for 90% of the UK's energy and more than 700,000 men worked in the industry. Coal will still be burnt to generate electricity in Britain this winter.



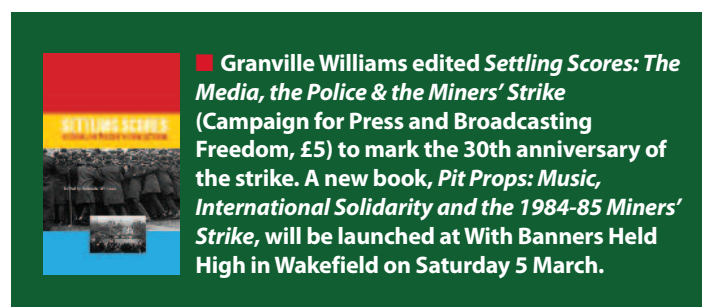
Harry Hogg (left) says farewell to mining coal in Britain; and an NUM poster of pits closed by the Tories (with a tribute to the rail unions for our support)

Indeed, the prospect of a cold winter could mean that up to 40% of our electricity will come from coal fired plants. The absurdity is that the coal will be imported.

Kellingley, like Thoresby and Hatfield, which also closed last year, still has vast reserves of coal in the ground – but could not compete with cheaper imports. Lack of investment, a hike in the carbon tax on generating electricity from coal, and the climate change lobby's call to switch to green energy, all doomed the coal mining industry in this country.

## LOOK BACK IN ANGER

We should look back in anger at the way an industry has been destroyed over three decades and mining communities put on the rack of dereliction and unemployment, but we should also pay tribute to the camaraderie, humour and unique sense of identity the miners had. There will never be another group like them.





# WORKING ON THE RAIL

It's 190 years since the Granite Railway opened for business in New England, writes **KEITH RICHMOND**. That was the beginning of the railway adventure which opened up the whole of North America. Here we celebrate, in pictures, two centuries of the iron road across the Atlantic...

**P**ERHAPS it's the fault of *Casey Jones*, an American television series about the eponymous railroad engineer and his crew – including fireman Wallie Sims and conductor Red Rock Smith – on the *Cannonball Express*, which had the sort of influence on one generation of British schoolchildren that *Thomas the Tank Engine* had on the next. Perhaps it's the enormous feat of engineering of the first transcontinental railroad – the 1,907 mile line built by the Union Pacific, Central Pacific and Western Pacific railroad companies – from Council Bluffs, Iowa, on the eastern side of the Missouri River (from which it was connected to the railway network on the eastern seaboard and throughout the mid-West) to San Francisco Bay. Perhaps it's simply the size and shape of the monster machines of the iron road which united the states and ate up the 3,000 miles from sea to shining sea.

Whatever the reason, the railroad in America has always had an irresistible glamour. In books, on television, and, especially, in the movies, if not always in reality. Which is why we are celebrating nearly two centuries of the iron road in the United States.

Because the Granite Railway, built by Gridley Bryant to carry stone from Quincy, Massachusetts, to Charlestown in Boston to build a monument to mark the Battle of Bunker Hill during the American War of Independence, opened in 1826. The Granite Railway later became a branch of the Old Colony & Newport Railway and then part of the New York, New Haven & Hartford Railroad. But its success paved the way for the expansion of rail tracks across the continent, helped to drive the movement of people west, and helped the railroad become a key engine of economic growth in the history and development of the United States.



**The Kog:** Virginia & Truckee Railroad steam loco No 29 photographed in Nevada by Jim Koglin. The Kog loved shooting planes, trains and lake freighters.



'Casey Jones, steamin' and rollin', Casey Jones, you never have to guess, When you hear the tootin', It's Casey at the throttle of the *Cannonball Express*.'



**Art of the matter:** The railroad has been celebrated, over the years, in glorious full colour posters.



**The Engineer:** This iconic image of an American railroad engineer, taken by John Fasulo in 1974, shows Kevin McGarvey climbing down the front of locomotive No 38, 2-8-0, of the Livonia, Avon & Railroad Corporation. 'The Engineer' is a special place in my heart, says McGarvey. 'I've always thought this personified the American railroad worker and you could say that was verified when the Brotherhood of Locomotive Engineers and Mechanics chose it for the cover of their history of the union.'



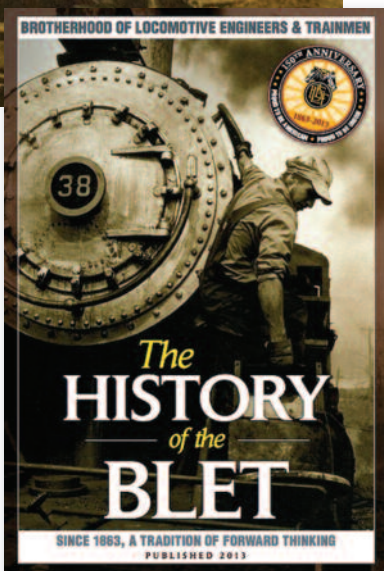
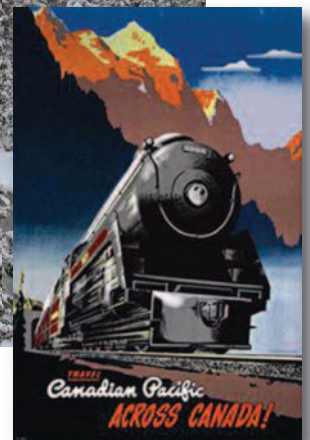
# LROAD



The **Pere Marquette** loco which was the inspiration for the train featured in the movie *The Polar Express* makes one of its runs from Owosso to Ashley, Michigan, after a heavy snowfall.



This **Canadian Pacific** freight train, running by the side of a snowy river, underlines how the majesty of the landscape – and the trains – is as great north as south of the 45th parallel.



**Book of Mormon:** Union Pacific loco 6807 running past Mormon Rocks in the Cajon Pass, southern California, by Peter Tellone.



# Women want to be Thomas, too



**JULIE CLEGG-HAVER, a Northern Trains driver, and WRC rep for District 3, reports on an ETF initiative to promote employment, equality and quality of work on Europe's railways**

I HAVE recently attended two workshops – one in Madrid, the other in Warsaw – organised by the European Transport Workers' Federation, the Community of European Railway & Infrastructure Companies, and the EVA Academy. Their objective is to promote employment and quality of work in the European rail sector, and to make the industry more attractive for employees.

One of the big concerns is the demographic shift; an older sector nearing retirement as our industry is an aging society. At RENFE in Spain the average age is a worrying 53. With this in mind, we need to inspire a younger Generation Y – and Generation Z – to come into the railway sector. The big question is, though, 'How do we make it more attractive to young people and, especially, women?' The RSSB has also a big part to play in this, considering human factors and a complete review of the psychometric testing process, as the old tests are no longer applicable for modern train driving.

## FATHER'S FOOTSTEPS

Richard Smith from ICF International revealed some recent research, conducted in twelve countries, which shows that young people don't know where to find further information on careers in the rail sector! There isn't enough information out there for young people, particularly women, to make an informed choice.

It's a multigenerational workforce, with different attitudes, goals, backgrounds and influences, so change is needed. The generations have been categorised as follows: Traditionalists 1925-1945; Baby Boomers 1946-1964; Generation X 1965-1979; Generation Y 1980-2000; Generation Z from 2000 on.

I believe, from a train driver's point of view, that we need to be pro-active and welcome these changes. We've moved on from the traditionalist times when it was 'follow in your father's footsteps' and the typical stigma of 'it's a man's job' that went with it. We need to remove the stereotype of the train driver as a man, an image prevalent from childhood with advertisements featuring boys, rather than girls, playing with train sets and animated adventures such as *Thomas the Tank Engine* being about boys, too. We need to increase the attractiveness of our industry, by every method possible.



The modern train driver does not do a dirty, heavy job any more and we need to be pro-active in portraying this. There is not enough information out there about the rail industry for young people or women to make an informed career choice at an early age. Generation Y and Z are individualistic, and traditionalists like to mentor, so maybe these could be utilised hand in hand, by focusing on young apprentice schemes as one of many methods of promoting the rail sector.

## MODERN DRIVER

It's so important to understand your target group and choose the right strategy via methods such as social media, TV, radio, schools, fairs, events, cinema, and the internet. Career websites should be optimised for smart phones. We should use Tumblr and Spotify to advertise, with banners on Facebook, Instagram, Twitter, YouTube, Flickr, etc. Pupil camps/in house events could also be a good idea for young people as 'take a look behind the scenes in the life of a train driver or guard or signaller, etc.

We heard some very interesting presentations from young people in the industry, representing Austria and Italy. Their conclusions, which are similar to what we see in the UK, include: from 2020 a large wave of people will be taking their pensions and retiring from the railway industry; the average age is getting higher; we need to recruit, but also retain; and there is too much focus on university students. Why not start younger, in



**Julie Clegg-Haver and Daniel Masrani at an ETF weekend workshop in Madrid**

schools, to attract them before they choose their education path?

Girls' days in schools could encourage young women to come into the industry. And a focus on social media, internet and chat forums, would help as it's important to understand and embrace the target group. Company kindergartens; health care (fitness studios); a limit on overtime; and bonuses for recruiting were also ideas raised.

## FROM THE HEART

Veronique Carlier, SNCF rep on Women in Rail, in charge of gender equality, gave a presentation about her involvement with the WiR project in which seven countries are involved. They aim to engage top managers on gender equality and put these plans into place. Involving, and having better negotiations with trade unions, will be one way of having an impact on this, by raising the issue with government as well as employers.

The work/life balance needs to be looked at and even things like changing wording in policies from 'private life' to 'family life'.

A lot of girls and women don't like to speak in public, but they speak from the heart, simply and engaging. A great idea was inviting a female rugby team to show why they chose this discipline and to try to untwine the idea that it's just a male sport (or job).

ASLEF is very proud to be involved in this project via our Women's Representatives Committee. The union is not responsible for recruitment, but we are anxious to assist in changing practices. Only around 5% – 1:20 – of the train drivers in Britain are women. It's getting better, but there's still a lot of work to do for equality. In 2012, ASLEF produced, in association with the Institute of Employment Rights, a publication called *On Track with Diversity*, by Muriel Robinson. It's available for viewing on the ASLEF website.



# You got the power

**Andy Powerhouse Pearson, a driver with South West Trains, is also a medal-winning weightlifter. Here the real life Mr Muscle tells **KEITH RICHMOND** what drives him to build his body in the gym and the buzz he gets from lifting 275kg**

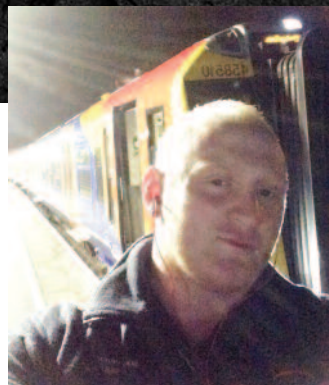
**P**UMPING IRON, a documentary film about the world of American bodybuilding, did more than set Arnold Schwarzenegger on the road to fame and fortune in movies such as *Conan the Barbarian*, *The Terminator* and *Total Recall*. It also did much to change attitudes to gym bunnies, a process helped further when Big Arnie traded in Hollywood success for a two-term stint as the Republican governor of California. Something that had been on the periphery moved into the mainstream on the back – and on the muscles – of a man who then married into the Kennedy family.

## NATURAL HIGH

Andy Pearson, 28, who trades as Powerhouse Pearson, the powerlifting train driver, is a weightlifter, rather than a bodybuilder, but this, too, is a sporting activity which is, after years in the shade, enjoying its place in the sun. 'I get a buzz from powerlifting,' he says. 'It's an incredible natural high.'

Andy was born and brought up in South Bank, a suburb of Middlesbrough, on the south bank of the River Tees, in 1987. 'My father was an electrician, my mother was a carer for old people, and I had an older brother, Wills; he was the brains – he's a psychologist now – and I was the brawn.'

Some children love trains and dream of driving a loco one day – 'I want to be a train driver when I grow up' is a common dream in the primary school playground – but Andy wasn't one of them. Instead, he loved sport – especially football, where he played in goal, and dreamed one day of emulating the achievements of Peter Schmeichel – and enjoyed the showbiz razzamatazz of professional



wrestling – the American brand of WWF, with heroes like Hulk Hogan, which morphed into WWE, rather than the old school *World of Sport* with Dickie Davies, Kent Walton, Big Daddy and Giant Haystacks.

## A REAL BUZZ

Andy was a good all-round athlete at school and, in his teens, was drawn towards bodybuilding and kickboxing as well as wrestling. 'South Bank was a rough area, there was quite a bit of violence on the streets, and families were judged by just how hard they were.' It didn't hurt to be able to look after yourself and Andy – who stands 6ft tall and weighs in at 17st, all of it muscle – can look after himself.

When he left school many firms on Teesside – an industrial area, historically, where the big employers include ICI and what used to be British Steel – were laying off workers and jobs were hard to find. Andy became a



personal trainer, and did some scaffolding, before deciding to join the railway.

'I came down south, looking for work, and saw a shunter's job advertised on South West Trains.' He worked as a shunter for four years – at Staines for a couple of years, and then at Strawberry Hill – before passing out as a driver. Now he takes suburban electrics – Class 450s, 455s and 459s – to Windsor, Godalming and Hampton Court. 'I'm proud of my achievement in becoming a driver and have really embraced the railway culture. Best thing about the job is the responsibility you have as a train driver in a safety-critical industry. Worst thing is the repetitive nature of the job.'

He's also proud of his achievements on the weightlifting mat. Andy can bench lift 170kg; squat lift 240kg; and dead lift 275kg. In old money, that's 26st; 37st; and 43st respectively. Respect! His aim, of course, is to lift more and he has set himself targets this year of bench pressing 180kg (28st); squat lifting 250kg (39st); and dead lifting 280kg (44st).

He trains at the gym four days a week – Monday, Wednesday, Friday and Saturday – and misses it if he can't make it. 'I get a real buzz from lifting weights,' he says. 'It's partly psychological, of course, with the sense of achievement, but it's also such an intensely physical activity. It's



**Andy, who tweets as Powerhouse Pearson, is ASLEF's own powerlifting train driver**

chemical, too; the release of serotonin in the brain. So you get the pride and the glory and, when you don't go, you really miss it.'

He's careful about what he eats and drinks. A protein shake, for example, in the morning before he goes to the gym – 'you can't powerlift with a full stomach – and then chicken, rice and green beans afterwards. He is partial to salmon and sushi and reckons on taking on board around 3,000 calories a day to get the energy he needs.

## GO FOR IT

Andy competes in competitions run by the British Powerlifting Union, which grew out of the old British Amateur Weightlifting Association, and is affiliated to the World Powerlifting Congress governing body, and has already picked up a couple of gold medals. Now he has his eyes on the prizes at the WPC European championships at the Sir Stanley Matthews Sports Centre at Staffordshire University in Stoke-on-Trent in June.

Powerlifting is an individual sport, not a team game, but Andy is quick to pay tribute to his ex-partner Giselle – they were together for five years – who helped him in the early days and now to his partner Luxeria, who took that glorious black and white image of Andy, above, about to powerlift a lorry tyre and who designed #Powerhouse Pearson for him.

'I have a real passion for powerlifting,' he says. 'And I would love to be able to inspire and educate others in the mess room, too. I believe you create your own destiny and can be what you want to be. My attitude is enjoy it, do it, and go for it! Because it's been an interesting journey...'

## Return to Lynn to say goodbye

King's Lynn welcomed national organiser Simon Weller, EC5 Howard Kaye, company council Pete Emmington, and Les Muir, Tony West, Alan Taylor and Pete Smith from the RMS to mark the retirement of drivers John Denson and Tony Watson. Good, too, to see colleagues from Cambridge branch who came to Norfolk for the evening.

Simon first enjoyed a drink at our venue many years ago, as a student at the local technical college, when getting a job on the railway would, he thought, be all right for a couple of months; now he returns as a career railwayman and one of the most gifted organisers ASLEF has had come through the ranks for many years. Simon spoke passionately about the very real threat posed to members by the government's Trade Union Bill which attacks our core principles and the ways in which we can effectively organise and represent members.

He covered a number of other important issues, particularly the struggle ASLEF reps have had to deal with the severe loss of work in the freight sector. Some drivers have taken early retirement, some resettlement,



**Simon with Tony (left) and John (above) and the King's Lynn crew**

and some moved to passenger TOCs, but I believe we have not seen any driver being made redundant, although Simon admitted we are running out of places to put our drivers.

Howard spoke on a range of issues, covering political, national and district affairs, the DOO strategy group, and problems with DAS/TAS and GSMR radio systems. He also spoke about the Burston strike school event near Diss where GS Mick Whelan will be a principle speaker in September. Pete's hot topics included Thameslink, training on the new Class 700 trains, and the introduction of Class 377 trains on the GN route; issues with depot and diagramming strategy, link working, changes to service patterns, and holiday pay. Les spoke with great enthusiasm about the

ever increasing role of the Retired Members' Section. It's good to see that another rich vein of ASLEF talent, in Les, has not been lost in retirement as he continues to do great work for existing and future pensioners.

Simon made presentations to John Denson, a career railwayman who began at March, moved to Cambridge and ended at King's Lynn, and will be remembered for his fishing tales of woe (lol!) and Tony Watson, another lifelong railwayman, who started on the rural railways of Kent in the signalling grade, moved up to Norfolk as station supervisor before jumping at the chance to join the driving grade, at Cambridge and King's Lynn (where he was branch chair for 12 years).

**Mark Steele, branch secretary**

**Phil Thompson has retired after almost 40 years on the railway. He started on the Eastern region in 1975 and finished at King's Cross (where he moved in 1990) as a driver at East Coast. He received his retirement presentation from EC7 Andy Hudd. Jim Peters, RMS**

## Upcoming events

### ● ASHFORD – THURSDAY 7 JANUARY

Southeastern retired and working members' reunion from 11.0 at Ashford railway club, Beaver Lane, Ashford, Kent.

### ● RAMSGATE – THURSDAY 7 APRIL

Southeastern retired and working members' reunion from 11.0 at the Red Arrow Club, Newington Road, Ramsgate.

### ● BRIGHTON & SUSSEX – TUESDAY 3 MAY

Informal open afternoon for all retired and working members at Brighton or any of the Sussex motive power depots from 14.00 at the Brighton Railway Club, Belmont, off Dyke Road. Details from Paul Edwards (07402 478278) or Paul Horan (07868 757492).

● Please send your branch news and photographs to [journal@aslef.org.uk](mailto:journal@aslef.org.uk)

## Bournemouth in top tier

Bournemouth branch recognised the loyalty of its members with our annual presentation evening. DO1 Graham Morris awarded nine members with badges representing 190 years' membership of ASLEF. Lee Hennessy was presented with retirement and appreciation certificates after 42 years of service, over a



**Graham gives Lee his certificates (right) and then joins the Bournemouth crew for the traditional team photo**

decade of which was spent as a local rep. We wish Lee and Pete Bowen, another

retiree, a long and happy retirement. **James Martin, branch secretary**



## B&B in Bexley

Slade Green had a well-attended beer & badges night at the Royal Victoria & Bull in Dartford with GS Mick Whelan, EC1 Marz Colombini and our 3 DCC members. Mick presented badges to (above right) Mick Gaffney (40 years); (top right) Geoff Fletcher (30); (right) Steve Norfolk (25); and (far right) Richard Filer (5).

**Richard White, branch secretary**





## State of the railway nation

Fifty members turned out for the Westbury retired drivers' dinner. Howie Reynolds was at a Somerset & Dorset 50 years on reunion so branch chair Andy Gentle commendably stepped up to the plate with a few words, Doug Jones said grace, and we all tucked into a hearty three course roast. FGVW LDC rep Martin Murphy gave us a report on developments down at the depot. National Organiser Simon Weller, an ex-Westbury driver, knew and worked alongside many in the room, and gave a short state of the railway nation and rallying speech about the danger to workers from



government plans, then handed out 40 years' service badges to retired driver Kev Williams and current drivers Brian Chidzoy and Nigel Doughty. Bro Peter Bowles made the journey all the way from Portugal, which shows how the RMS helps keep people in contact with workmates wherever they finally settle. In the past 12 months we have sadly lost Terry Bailey, Harold Bevan and Maurice Doughty.

**Dave Griffiths, branch secretary**



**Simon presents badges to Brian Chidzoy (above); Nigel Doughty (above left) and Kev Williams (below)**



## Cheque mate

Ashford held a badges presentation on Armistice Day and, fittingly, driver Mark Hardie delivered a cheque of £3,597.17 from members to East Kent community fundraiser Julie Roper for the Royal British Legion poppy appeal. EC1 Marz Colombini emphasised the importance of the badges which help bind our union family together. Pride of place went to Barry Dense for 40 years' continuous service.

**Robert Kilkie, branch reporter**



**Julie picks up her cheque from Mark (top) and Barry picks up a plate from Marz (above)**



**Fifty former colleagues, including two old 'boys' in their 80s and several in their 70s, turned up at the Three Horse Shoes in Ilkeston, Derbyshire, and a good time was had by all. It's very important to keep these reunions going.**  
**Reg Sargeant**



**Good to see everyone again at the 2015 Fratton reunion (left) Gary White, Fratton depot**



## Mick Holder turns back time to January 1916

**With more drivers and more firemen away fighting in the fields of Flanders, the editor of the *Locomotive Journal* opened with his hopes for the New Year.**

### THIS BLOODY AND INSANE WAR

'May it early see an end to this bloody and insane war and permit mankind to return to humanity and amity. The Almighty has created a terrible animal in man who, endowed with the greatest intelligence, uses it to the most horrible ends.'

### DRIVERS ON EXPRESS SERVICE

'An American fireman now engaged on the French state railways writes saying that the conditions of the locomotive men in America are far before those existing in France. He complains that there is no law to prevent men being on long hours, that they have very few large modern engines, that shunting engine service is 12 hours per day, with two hours off for the midday meal, and that runs of up to 150 miles are doubled, making as much as 300 miles for a day's work. The locomotive men are not as well paid as in America, as drivers on express service only get 600 francs a month, about £26 9s in English money, and firemen only half that amount. Many express locomotive men in England would like to see that much, even with the war bonus.' He also remarks on 'a peculiar arrangement' that after 25 years' service drivers are retired on a pension of 1,500 francs a year (£61 17s 6d) and wonders 'what active men of 45 or 50 find to do with themselves when so released from service.'

### COMRADES IN NEW ZEALAND

A report from New Zealand says: 'The Union of Drivers, Firemen & Cleaners, at a congress of trade unions, joined with 63 other unions into a great federation, embracing practically all organised labour in the country, for the purpose of future aggressive or defensive action. *The Loco Record*, the official organ of the union, in its issue of October 1915, gives drivers' wages as £208 per annum, and firemen £156, which is said to be no better than it was in 1911. We can be thankful that in this country the wages of drivers and firemen have advanced since 1911, and we are not left in the miserable position of our comrades in New Zealand.'





**BANBURY CAKE** Banbury welcomed GS Mick Whelan and DO7 Brian Corbett to present badges to J Brewin and A McBeth (5 years); I Johnson (10); G Harris (25); N Andrews (30); and J Browne (40).

**Elliott Stone, branch secretary**



DO4 Nick Whitehead hands Gary Mountain and Dennis Harriman, both from Leeds branch, their retirement certificates after 50 years' service each.

## Reg – 43 years a railwayman

Here at Liverpool Lime Street we say a fond farewell to our friend and colleague Reggie Fletcher after 43 years on the railway. Chuckle Chops started on the platform in 1972 and, when the opportunity came, transferred to the footplate, first at Edge Hill, and then at Garston, and finally at Lime Street.

We remember walking past a Class 40 at Edge Hill loco shed in 1974 with a stream of water coming from the cab door. It was Reg, draining his spuds over the head of, and christening, the driver! Reg was a keen railwayman, who passed on his knowledge to his colleagues, and a man who loves a good pint of



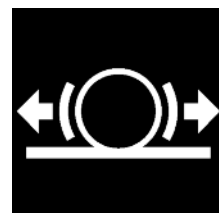
bitter. We've had great fun in the mess room over the years. So don't be a stranger, keep in touch, and all the very best (and best bitter) for the future.

**Chris Todd, Liverpool Lime Street**

## So long, farewell

Derby branch sends its thanks and best wishes to A Bennett, EMT; M Bunney, EMT; K Foxall, XC; M Lowe, EMT; and K Phillips, EMT; who all have left the industry to retire. **Eamonn Tague, branch secretary**

## Every picture tells a story



Which of these pictograms do you think means release direct brake?



**EC5 HOWARD KAYE** wants your help with a survey for the RSSB

ASLEF has given its support to a survey being run by the Rail Safety and Standards Board looking at the signs which drivers have to be aware of in the rail industry and which come in a picture form – known as pictograms. The RSSB wants to ensure that any pictogram is driver-friendly, easy to understand, and cannot be confused with anything else.

As the ASLEF delegate to the RSSB's T1076 research project looking at this issue, we've ensured drivers have had an input into the creation of the survey and the union is keen for

drivers to participate.

The survey can be found at the web address below and can be accessed on most computers (not on mobile phones, though) and takes only 10 to 15 minutes to complete.

The survey is anonymous, and is not a test, and your answers will not be shared with your employer but will, rather, help inform the debate on the effectiveness of the use of pictograms.

The survey is open until 10 January 2016 and the results will be published by the RSSB on its Spark website.

You can complete the survey at [https://mottmacdonald.qualtrics.com/SE/?SID=SV\\_3RfHvFfgUTe4Dz](https://mottmacdonald.qualtrics.com/SE/?SID=SV_3RfHvFfgUTe4Dz)

# WITH BANNERS HELD HIGH

A DAY-LONG EVENT REMEMBERING THE 1984-85 MINERS' STRIKE

## MUSIC AND THE MINERS' STRIKE

### INTERNATIONAL SOLIDARITY

### MUSIC, DRAMA

### DEBATES

### POETRY & FILM

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**UNITY WORKS WAKEFIELD**  
**11.00AM–11.00PM**

With Banners Held High  
 Email [wbhh@talktalk.net](mailto:wbhh@talktalk.net)

**CAMPAIGN FOR PRESS FREEDOM**

**ORGREAVE**  
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**GOV. POL.**



## MALCOLM PARR A GREAT RAILWAYMAN

Dad had a gift for making people feel happy, his personality was infectious, and he had a lovely disposition, putting others before himself. He was slightly extrovert, very organised, and highly professional. He was born in Wigan on 28 December 1942 and christened Malcolm; he never really liked the name, so told people he was Michael or Mick. He always had a passion for the railways and, at 16, started work at Springs Branch. At 20 he moved down to London based at Willesden as a fireman on the steam. At 23 he transferred to Patricroft in Manchester and when the depot closed ended up back at Springs Branch.

In 1973 he moved to Kent, where we settled in Sandgate, and dad became a driver, aged 31, at Ashford. In 1985 he transferred to Longsight, in Manchester, and a year later got a mutual exchange and moved to Euston.

In 1989 he transferred to Dover until, in 1999, he was dealt a triple dose of misfortune. As a result he finished in 2000, at 57, having clocking up 41 years. He was a true railwayman, who mentored all the new guys in the grade, and his final wish was for his ashes to be thrown into the firebox of the *Duchess of Sutherland*.

Dad was a free spirit and loved to travel, and rarely left home without his passport. He spent many a happy month in the south of France, loving their philosophy of life, which in many ways was similar to his own. He loved being outdoors, especially when the sun was shining, and would often go out walking and cycling for the day, finishing in a pub where he could enjoy a couple of pints and a laugh and a joke with everyone there. He was a passionate, principled, union man, who enjoyed a debate and had a special interest in politics.



**Mick: a passionate, principled trade union man**



Dad enjoyed cooking, was a herbalist, and advocate for alternative medicine, reading numerous books on the subject and testing it out on himself. Having never gone to the doctor, until the last couple of years of his life, this was testimony to his beliefs. When, under duress, he did eventually go, he was diagnosed with cervical spondylitis.

Dad moved to Brockenhurst

eight years ago and loved it there, despite his immobility, which was heartbreaking to see; but he always maintained an optimistic, independent outlook and never once complained. His death on Sunday 15 November was sudden and has shocked everyone who knew him. He was a wonderful father to me and Paul and a great grandfather to my children. Thank you, dad, and rest in peace.

**David Parr, Plymouth**

## HUGHIE HOGG IN OUR THOUGHTS FIVE YEARS ON

Big Hughie, or Phileas Fogg, passed away on 4 December 2010 after a short illness shortly after retiring – prematurely and forcefully – as a driver with DBS at Ayr after 31 loyal years. Hugh was born in 1957 and started at Falkland Yard in 1979 in the British Rail days. He gained promotion from freight guard to trainman then driver in 1994, a post he held until he finished. He was always willing to pass on his wealth of knowledge about the job, mentoring new entrants to the trainman grade, adding his voice in the bothy, or loading bullets in the gun for the LLC. Some of his stories were legendary, as were his



**Hughie Hogg, T Balfour, T Sweeney, W Simpson and B Ellis at the House of Commons to lobby MPs over pensions**

quotes regarding the job. My personal favourite was, 'A horse wouldn't work these hours' in reference to the shifts drivers commonly do. A lover of a good dram and a

Guinness to wind down after a shift, he also liked to back the horses and, to this date, some of his tips are still running. He owned a leg in a horse called Sting Like a Bee and a good few railwaymen were stung by that one, too. He was a personal friend and the experience and words of wisdom he passed on have made me the railwayman I am today. At the time of his death there was never anything written about this career railwayman, as 2010 saw the closure of the Ayr TMD/Falkland train crew depot that served the area for 120 years and other things were occupying people at the time. Five years on, I think we should acknowledge the Big Guy.

**Brian Ellis, Polmadie**

## STAN TREDGET ALWAYS A SMILE ON HIS FACE

On behalf of my mother, Monica Tredget, and the rest of the family I would like to thank all those who attended my dad's funeral at Bentley crematorium on 16 November. It was nice to know that he was still remembered after 17 years in retirement. Dad died after a short illness. He was recovering from a chest infection, had a stroke and ended up back in hospital for another 19 days before he passed away. We arranged a steam engine

driving day for him at the Ongar-Epping Railway in July which he really enjoyed and made some good memories. Dad was a driver at Stratford depot, doing shunting duties due to a previous heart attack.

**Kevin Tredget**

**Stan**, who would have been 80 on 16 December, was a happy, easy going individual who never let anything get him down, not even when he went into the green card link after suffering a heart



**Stan back in the driving seat in July last year**

attack. He always had a smile on his face, and I never heard a bad word said about him.

**Dave Pizzie, RMS**

## IDWAL WILLIAMS



Idwal, known as Ivor, was born in Anglesey on in 1927 and worked for a short while on a farm there. He started work on the railway first as a fireman on steam trains at 16 and then came to London where he met Josie, the great love of his life. He was based at Euston until his retirement in 1983.

**Dee Shurety**

## PETER GANDER

Peter Gander has passed away from cancer at the age of 53. Peter, a 1980 seniority man, followed his father onto the railway, but rather than track staff opted for the loco line of promotion. Such a short life but he affected all those who came across him and leaves behind a partner and a daughter.

**Dave Pizzie RMS**

We welcome letters, either by email to [journal@aslef.org.uk](mailto:journal@aslef.org.uk) or by Royal Mail to **ASLEF Journal at 77 St John Street, London, EC1M 4NN**. The writer of our **star letter** wins a rich range of ASLEF regalia.

## Tories driven by dogma

With the country under a Tory government, it's typical that a double pronged attack is being waged on ordinary working people. First, as part of £12 billion in welfare cuts, George Osborne tries to implement a savaging of the tax credits system that would have meant average reductions of £1,300 a year for 3.3 million families. A move which was widely criticised by, among others, the Work & Pensions Select Committee. Even former Tory Prime Minister John Major spoke out against this blatant assault by Osborne and Cameron on working people.

Second, anti-trade union legislation is being rushed through parliament, defying any logical reasons, driven by dogma and a desire to demonise and criminalise organised labour in this country. This double pronged attack shows the true nature of the Tories. Hit the lowest paid financially to keep them down, whilst eradicating dissent and weakening the protection that trade unions afford their members.

But there is hope. The Tories don't have much of a majority, devolved powers to Scotland and Wales may see a reluctance or even refusal to implement the worst excesses of Conservative legislation, as might a new Mayor of London. And let's not forget that, in this country, we have a long and proud history of civil disobedience to challenge bad laws (the poll tax, for example). Make no mistake, these laws are bad, morally unjust, and deliberately designed to protect the rich and powerful. They need to be confronted.

**John Metcalfe, Carlisle**

## Living in a dream world

I hate to spoil the party, but anyone who seriously believes the Labour Party can win a general election with Jeremy Corbyn as leader is living in a dream state and in urgent need of a reality check!

The next election is more than four years away and a lot can, and probably will, happen in that time.

I predict Mr Corbyn will not survive as Labour leader to 2020. If I'm wrong, and Mr Corbyn wins the election, his promise to take the railways back into public ownership won't happen unless he spends billions of pounds of taxpayers' money buying off the franchisees. Mr Corbyn has said he will take it all back by not renewing the franchises as they expire,

# LEST WE FORGET THE BOY IN THE BOAT THIS CHRISTMAS

I am a retired member of ASLEF and frequently wrote for the *Journal* as branch reporter at Faversham before transferring to Dover, where I became involved in the Kent campaign to defend asylum seekers. Here is a short poem, *Lest We Forget the Boy in the Boat*, which I hope you will print to remind us all, during the festive fortnight, of their plight.

*They who herald the festive season  
Of glut and avarice and joy  
Why should there be a reason  
To mourn the plight of a boy?*

*They who toast and be so merry  
With gifts around the Christmas tree  
Spike themselves with port and sherry  
No thoughts for a boy of three.*



*This harrowing picture of a young Syrian boy, three-year-old Aylan Kurdi, washed up on a Turkish beach, brought home the horror of the escalating refugee crisis in the Middle East last year*

*They gather round one and all  
Their minds refuse to reach  
As they sing and dance who will recall  
Those who died on a Turkish beach?  
Michael Dodd, Dover, Kent*

but many are due to run until long after 2020 and you can bet that those which expire before 2020 will be offered to bidders for ten or more years.

**RA Sargeant, Derby**

## From beyond the grave

On 29 April, the ASLEF executive attended a special conference against the Tory government's Trade Disputes & Trade Union Bill. The bill proposed to outlaw mass picketing and general sympathetic strikes, prohibit civil service unions from affiliating to the TUC or the Labour Party, make unions liable for damages during industrial disputes, protect strike breakers from disciplinary action, and place the onus for members of trade unions to opt in to pay the political levy.

Oh, I should have mentioned this was 29 April 1927. The Tories will never change, no matter in which century they spawn. They try to govern from beyond the grave as they believe it is their right.

**Mark Dowd, Liverpool**

## Lost in translation

I would like to express my thanks to District 5 Organiser Nigel Gibson and Megan Dobney of the TUC for allowing me to attend the Dedalus and Arianna international seminar at ISPRA in Italy in November. The course was educational; it has broadened my knowledge and understanding of my role on the European Works Council for the company I work for. It's the role of the EWC to positively influence the process of building a European identity at the

company and to strengthen solidarity between workers in all the countries involved, in my case Euro Port.

The course has shown me how to develop different strategies and how to find common goals among different trade unions, in the case of Euro Port six French and two UK, and one staff elected rep not a trade union member, which in itself does cause problems. We were set into different groups to work on developing our communication skills, showing the importance of communicating goals and even failures in a positive and proactive manner to all members involved. We discussed the need to embrace technology but being mindful of social media and companies' social networking policies.

Language barriers show how difficult it can be to communicate with other trade unions within the EWC and how easily things can become lost in translation. It's important for the EWC to work with local level union reps, to understand their problems and communicate this within the EWC.

**Barry Hare, GBRf company council**

## Lack of ambition

**I am concerned about an issue which may affect my future and others' futures, too. I'm disappointed by the lack of ambition shown by the company council and national executive in relation to the ATW 2015 pay deal and the consequences that such a lack of ambition will have for ATW drivers and the driving grade in general.**

**ATW drivers' pay has not kept pace with others who operate over the same routes**



and region. The offer made by ATW will not just subdue our pay and conditions over the next three years, but into the next franchise period and beyond. I am concerned, more importantly, that this will undermine the driving grade's position and standing within ATW, leading to a greater gap in reward and recognition between management, including supervisory roles, and those of us who take immediate responsibility for delivering a safe, professional service.

If such a policy succeeds this would be detrimental to drivers nationally, with the possible degradation of pay, conditions, and our standing in the rail industry, as has been experienced by public transport workers in other sectors.

Ivan Marriott, Crewe

## Drivers and nurses

I would like to reply to Brother Jackson (*Journal*, December) when he compares train drivers' salaries with that of nurses. The gap has widened since 2010 in favour of drivers. Both have very responsible jobs, with the lives of the public in their hands. Nurses have had a pay freeze imposed on them, like other NHS workers, and student nurses will soon have to take out a loan for their training because of Conservative government cuts. Trainee train drivers do not face this burden. Remember that a renationalised railway, handled properly, would need less taxpayers' money, and the money saved could go to support the National Health Service.

P Begley, RMS, Bedford

## Steve Raymond entertains

I was sorry to read in the Obituaries column (*Journal*, July) of the death of Steve (the Entertainer) Raymond, who once did an advert for Hovis. I worked with him when we were both based at Liverpool Exchange. In steam days he had moved from the small freight shed at Walton to the much larger Bank Hall.

One of his first tasks at his new shed was to learn the route to Carlisle. Before setting off on his maiden voyage, his mates decided to wind him up. They warned him to be careful that the dreaded Carlisle men did not steal his job! Climbing onto the footplate of a southbound train, Steve and his mate found a Carlisle crew already ensconced! By the time Steve removed them, the guard was waving his green flag. Steve took off, next stop Preston. Running into the station, Steve was greeted by a deputation of top brass. Yes, Steve had worked the wrong train!

Denis Lewis, Kingsteignton, Devon

## Beyond the call of duty

I am writing to say a big thank you for the union's support in my case for full sick pay reinstatement following my second fatality

earlier this year, followed by a TPWS intervention five weeks later which resulted in me being diagnosed with post-traumatic stress disorder.

In particular, I would like to mention LLC rep Steve Baker of Cleethorpes TPE depot who put in many hours fighting my case, including a full day whilst on annual leave, it also being his wife's birthday that day.

I shall be eternally grateful to you, Steve, as a massive weight was lifted off my shoulders and this has, hopefully, helped to speed up my return to work. Many thanks!

Mick Neale, TPE, Cleethorpes depot

## Helping me in hard times

This is a huge thank you to all those who donated to the hardship fund set up for me. It has helped me through hard times and I cannot thank you enough.

Times are better, now, though not in health, but financially, as I have taken early retirement through ill health and have my pension paid to me.

Healthwise, I have rheumatoid arthritis in my knuckles, wrists, ankles and right knee. I used to take medication for the arthritis, but two years ago my liver could not cope with the medication, and therefore I rely on painkillers now, which helps me cope.

Thank you and God bless you all.  
Peter Harwood, Perth

## Extremely generous depot

I have been off work nearly all this year, suffering with cancer. Life has been made easier by an extremely generous collection by my colleagues at Newport depot. Also, the union came to my aid with a grant from the hardship fund. So, much gratitude to you all and, hopefully, I will be back at work in the near future.

Andy Thomas, Newport

## Tremendous speech, Mick

I attended the recent RMS agm in London where GS Mick Whelan gave a tremendous speech, arguing against the removal of tax credits by the Chancellor, and pointing out that when ASLEF, the RMT and Unite work together we can get success.

I would like to thank Tony West for all his hard work as national secretary and wish Les Muir, his successor, well in this position.  
Crawford Kennedy, Glasgow

## TBF in good health

This is just a brief letter to Mick Whelan, as a patron of the Transport Benevolent Fund, to thank you for your support. I am pleased to report that the TBF is in good health, with 45,000 members, and it is very important to us that the rail industry's most senior figures continue to endorse our work.

Ian Barlex, TBF, London



**ON LOAN** from British Rail hard enamel badge. Individually numbered, brooch fastening. £6 + £1 p&p from josephduddington@googlemail.com



### OAKS MEMORIAL

commemorative badge honouring 361 miners killed in an explosion at the Oaks colliery near

Barnsley on 12 December 1866. £3 from remembertheoaks@gmail.com



**LONGSIGHT** badges to mark 125th anniversary. £5 + £1 p&p. Also a bespoke tie at £8 + £1 p&p. Contact Jim

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### BESPOKE CUSHIONS

Hand made 40cm square cushions of railway engines and carriages.

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**ASLEF-NUM** 30th anniversary of the miners' strike. King's Cross twinned pits. Profits to Justice for Mineworkers. £5 + £1 p&p from richard.sullivan7@ntl.world.com



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**BLAND ENCOUNTER** by Donald Wightman is a comedy novel about risqué encounters on the railways. A donation from the sale of each book will be made to the Royal British Legion and Help for Heroes. Paperback £7.99 ebook £3.95 from www.amazon.co.uk



### COWDEN CRASH

commemorative badges, price £5, to mark the 20th anniversary of the

accident. Contact Mick Green at userg4163@aol.com if you are ex-Norwood train crew.



### CLASS 73/1 JB

50 year badges for sale. Three variations as shown at £5 each plus £1 p&p. Cheques, payable to Network

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# You can make a difference



**BILL DALE**, Retired Members' Section committee member, Chingford branch, reports from the RMS agm

**T**HE annual general meeting of ASLEF's Retired Members' Section, held at the head office of the GMB in Euston Square, London, on 18 November, was well attended with a full agenda and guest speakers.

First to speak was Howard Kaye, EC member for District 5, who talked about his experience as the Labour Party candidate for South West Surrey at the general election in May last year. He urged anyone interested in becoming a prospective parliamentary candidate to put themselves forward, and said he would be happy to help them. Although he did not win – Howard was standing against Health Secretary Jeremy Hunt in a safe Conservative seat – he got 5,415 votes and increased Labour's share of the vote to 9.5%, the highest for decades, and constituency party membership has trebled. 'So you see,' said Howard, 'You can make a difference.'

## CONSIGNED TO HISTORY

Mick Whelan, ASLEF's general secretary, was next. He said the union is now engaged in a number of issues affecting the rail industry and our members. The GS spoke with his usual passion against NHS cuts, tax credit cuts, a reduced police force, the removal of human rights and the renewal of Trident. He said EDF energy would be the main beneficiary of the proposed building of a nuclear reactor by the Chinese in England. 'We are also now importing cheap steel from China which is affecting our steel and coal industries and this, coupled with the announcement that all power stations are to be gas, not coal fired, and the doubling of the tax on coal, could mean the Conservatives consign our mining and steel industries to the history books; it will also, of course, affect the FOCs and our members.'

Mick emphasized that our railway needs to be renationalised, pointing out that, in Scotland, the SNP, which likes to say it is left-wing, awarded the ScotRail franchise to Abellio, rather than bringing it back into public ownership. There are concerns, he said, over



**RMS members (including new national secretary Les Muir in the front row) listen attentively to the top table (from left) Howard Kaye, Alan Taylor, Mick Whelan, Jo Stevens, Ray Jackson, Tony West and Debbie Reay; while Les, a long-time ASLEF activist, carries the banner at the Burston strike school rally**

jobs at DBS and Heavy Haul. Network Rail is £30 billion in debt. And, as for TfL's Night Tube, ASLEF is not against it, in principle, but the conditions have to be right for our members. He finished by assuring us that ASLEF is in a good place.

## INCONSISTENT AND ILLEGAL

Jo Stevens, who was elected as Labour MP for Cardiff Central at the general election, began by thanking ASLEF for all its help and support during her campaign and, in particular, District 7 EC member Andy Hudd. Jo, a member of the trade union group in the House of Commons, has spoken out against the Tories' Trade Union Bill, which she describes as 'an illegal breach of international law, inconsistent, and bureaucratic.' She said the bill is an affront to democracy but could be on the statute books by March.

Debbie Reay, chair of the Women's Representatives Committee, told us about the ongoing work – progressive, informative, and successful – of the WRC. She outlined a number of issues, not only here in England, but also in countries like El Salvador. She mentioned a large equalities meeting held in



Birmingham, with good representation from our union, including the RMS, and another in Liverpool.

## RE-ELECTED EN BLOC

Tony West announced he was standing down as national secretary after 15 years but wished to remain a committee member. Tony outlined the work carried out by committee members and their involvement on various bodies. Alan Taylor, the treasurer, in his report again pushed the plea for members to join the 500 Club. Ray Jackson was re-elected national chair, Les Muir was elected as the new RMS national secretary – we wish him well in his new position – and the committee, including Tony West, was re-elected en bloc.





## RASPBERRY CRANACHAN

Crackin' Scottish dessert  
ready to rock for Rabbie



Lightly toast 50g whole rolled chunky oats in a medium frying pan, stirring, making sure they don't burn. Leave to cool. Mash 225g raspberries in a bowl to a thick purée. Add a little caster sugar and mash again. In another bowl whisk 400ml double cream with 2tbsp runny honey and 2tbsp whisky until just thickened. Fold in most of the toasted oats. Spoon half the raspberry purée into the bottom of 4 small glasses. Add half the creamy oat mix. Repeat with a layer of purée and the rest of the creamy oat mix. Finish with the rest of the toasted oats, a few fresh raspberries, and chill until ready to serve.

## WARM REEKIN', RICH

Glenfarclas, a family-owned, family-run distillery in the heart of Speyside, make gloriously sherried, gently peated, beautifully balanced whiskies. Raise a glass of the 15 year old (£47/70cl at Waitrose and Tesco) on Burns' Night to the great chieftain o' the puddin' race.

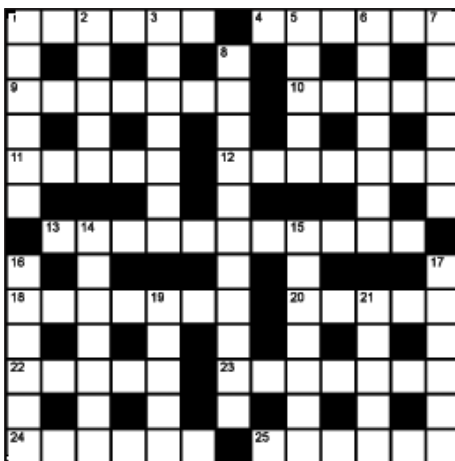


## RUBY TUESDAY

Lidl – bang on the money on this one – has created its own Hatherwood range of six first class craft beers: Ruby Rooster red ale and Golden Goose bronze beer (90p/500ml); Amber Adder amber ale; Green Gecko IPA; Purple Panther porter and Gnarly Fox new wave lager (£1.25/500ml). All full of flavour, with lots and lots of character.



## Prize Crossword number 117 by Zebedee



## Solution to Crossword 116

**Across:** 1 End in tears 8 Deviant 9 Copra 10 Sole 11 Nauseous 13 Jockey 15 Grotto 17 Coalesce 18 Swot 21 Ergot 22 Ideally 23 Redemption **Down:** 2 Navel 3 Imam 4 Titian 5 Ancestry 6 Support 7 Galsworthy 8 Dust jacket 12 Dejected 14 Clanger 16 Schism 19 Wilco 20 Text



Congratulations to **Janet O'Connor** of **Edmonton, north London**, who was last month's winner. The winner of this month's crossword will receive Marks & Spencer vouchers to the value of £25

Thanks for all your responses to the 116th ASLEF crossword in the December edition. If you successfully complete this month's crossword please send the solution to the Editor, ASLEF Journal, 77 St John Street, London, EC1M 4NN by 14 January

## Across

- 1 Type of wear sold by a milliner (6)  
4 Old World plant.... sounds like a singer! (6)  
9 Walk with a proud, lofty gait (7)  
10 A diseased person wrapped for burial (5)  
11 Musical group and others coming in to upset (5)  
12 A good deal of stuff written about problem disease (7)  
13 Something to which we are all entitled (5, 6)  
18 Devilish (7)  
20 Original canal builder (5)  
22 Nincompoop (5)  
23 A small root or division of such (7)  
24 Equally distant from the extremes (6)  
25 Group of pupils ragged master (6)

## Down

- 1 Thistle plant family (6)  
2 Illusory images in old cameo, perhaps (2, 3)  
3 Evening meal shared with the hag I connected with it (4, 3)  
5 A small band of jazz musicians (5)  
6 Softly bright or radiant (7)  
7 A barbiturate, often referred to as the blue devil (6)  
8 The fastest time ever recorded at a race track (5, 6)  
14 Not yet proved or subject to testing (7)  
15 A small, shallow draft bat, armed and used by coastal patrols (7)  
16 The heaviest metal known (6)  
17 Interrelated elements comprising a unified whole (6)  
19 Some remain at a loss concerning parturition (5)  
21 The entire one piece shell of a snail (5)

Name.....

Address.....

Postcode.....

## ASLEF's legal services

If you are being harassed at work, bullied or discriminated against, and if your local, branch or district rep is unavailable, call the industrial relations department at union headquarters (020 7324 2400) or email [info@aslef.org.uk](mailto:info@aslef.org.uk). If you are arrested or interviewed by police and need legal assistance – day or night – call the members' emergency hotline on 0800 587 7530. ASLEF also provides first class legal advice free for members and dependents. In the last twelve months, £6,769,848 has been recovered in damages for members.



## Changed your address? Please let us know!

Name.....

Address.....

Postcode .....Telephone.....

Branch.....Membership No.....

Please return coupon to: ASLEF, 77 St John Street, Clerkenwell, London, EC1M 4NN

# Here's another benefit of being a member of ASLEF

- Save as much as 34% off<sup>1</sup> AA Breakdown Cover on our online prices at enrolment and 20% at renewal every year<sup>2</sup>
- More dedicated Patrols than any other UK breakdown service<sup>3</sup>
- We repair 8 out of 10 vehicles at the roadside<sup>4</sup>
- Members are rewarded with enhanced breakdown benefits at renewal

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Quoting reference F0751



**Breakdown Cover**



**Your 4th  
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Service**

1. Applies to Family Roadside & Relay cover at first year only. Other levels of cover are available and varying discounts apply. Offer only available to ASLEF members by calling the number given, quoting the stated reference and paying annually by direct debit under a recurring transaction arrangement. Enrolment offer available to new Members for their first 12 months of Membership only. Offer not available in conjunction with any other offer/discount or on any other AA product/service. Details correct at time of issue. 2. Renewal offer available to ASLEF members who are existing AA Members, or who join under the enrolment offer, and will be available at each renewal date until they cease to be ASLEF members or the withdrawal of this scheme. 3. Mintel – UK Vehicle recovery report, September, 2014. 4. Based on AA Case Repair Rate March 2014- February 2015.

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APATHY  
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HEALTH AND WELLBEING  
RAIL AND ROAD  
RISK  
LINESIDE EQUIPMENT  
APATHY

POSSESSION  
MANAGEMENT  
SEATING  
FREIGHT  
BRIEFINGS  
RIDDOR

WORKLOAD  
SKILLS

TRAIN DISPATCH  
LINESIDE EQUIPMENT  
WORKLOAD  
RISK  
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